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CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

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DATE DISTR 23 Jul 1951

SUBJECT Soviet Aircraft

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Pre Flight:

This is a 15-20 minute check for the three man crew and it consists of removing the covers, checking oil, water, and fuel tanks, starting and warming up the engines and a visual check of all lines for leaks. The warm-up of the engine is done by the officer of the crew, but in his absence it may be done by the senior enlisted man. After the inspection, the Flight Engineering Officer signs the release for flight.

After Flight:

Inspection plates and cowlings are removed and a complete visual check is performed on all accessories, attachments, etc.

5 Hour Inspection:

The oil pan is removed and the crankshaft, connecting rods and bearings are checked. This inspection takes three men about two hours to complete.

10 Hour Inspection:

Valve covers are removed and springs and clearances are checked. Control junctions and propeller controls are lubricated. Three men work 8-10 hours to complete this inspection.

25 Hour Inspection:

This inspection includes a complete lubrication, a check of the magnetos and points, cleaning, removal of fuel tank covers which are inspected for leakage. This inspection will take three men approximately 1 1/2 days to complete.

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13.

the fuel capacity of the IL-28 is eight tons and extra fuel tanks could be fitted under the fuselage.

14.

All the fuel tanks were located between the pilot's cabin and the radio operator's compartment.

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16.

The range is approximately 2½ hours with a full load at 800 KPH. The maximum speed is 800 KPH or more with full load and the cruise speed is 400-500 KPH.

17.

The official designation of the engine used in the IL-28 is "VK-1" (Vasilii Klimov - 1).

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the maximum RPM of the VK-1 is between 12,000 and 12,600.

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21.

the VK-1 engine utilizes an axial flow type compressor.

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23.

the engine weighed approximately 750 - 800 kilograms.

24.

"aviation kerosene", consisting of 99% kerosene and 1% mineral oil (mineral'noye maslo), was used as fuel for this engine.

25.

there were two oil lubricating tanks, one for each engine, located in the aircraft. The maximum capacity of each tank was 12 liters, making the total oil load for the aircraft 24 liters.

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The power plants of the IL-28 can be started on the auxiliary power unit or on the aircraft battery.

30.

the MIG-15 uses the same type of fuel and does not smoke, the engines in the IL-28 would not smoke.

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